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1-25. (CANCELED)

26. (PREVIOUSLY PRESENTED) A multi-stage transmission of planetary structure for a motor vehicle comprising:

a drive input shaft (1) and a drive output shaft (2) arranged in a housing,

first, second and third planetary gearset assemblies (P1, P2, P3),

at least third, fourth, fifth and sixth rotatable shafts (3, 4, 5, 6) and five shift elements (03, 04, 05, 13, 16) comprising only first, second and third brakes (03, 04, 05) supported by the housing and first and second clutches (13, 16),

wherein the drive input shaft (1) provides a drive input for the multi-stage transmission and is connected directly to a first one of a sun gear wheel of the first planetary gearset assembly (P1) and a web of the first planetary gearset assembly (P1),

the drive output shaft (2) is connected to an annular gear wheel of the second planetary gearset assembly (P2) and to a web of the third planetary gearset assembly (P3) and forms a drive output for the multi-stage transmission,

the third shaft (3) is connected to a web of the second planetary gearset assembly (P2) and to an annular gear wheel of the third planetary gearset assembly (P3),

the fourth shaft (4) is connected to a sun gear wheel of the second planetary gear set (P2) and to an annular gear wheel of the first planetary gearset assembly (P1),

the fifth shaft (5) is connected to the second one of the web of the first planetary gear set (P1) and the sun gear wheel of the first planetary gearset assembly (P1), and

the sixth shaft (6) is connected to a sun gear wheel of the third planetary gearset assembly (P3), such that

the third shaft (3) can be coupled to the housing by the third brake (03), the fourth shaft (4) can be coupled to the housing by the first brake (04), the first clutch (13) can couple the input drive shaft (1) to the third shaft (3), the second clutch (16) can couple the input drive shaft (1) to the sixth shaft (6), and the second brake (05) can couple the fifth shaft (5) to the housing, such that

the selective engagement of pairs of the five shift elements results in various transmission ratios between the drive input shaft (1) and the drive output shaft (2) so that six forward gears and one reverse gear can be engaged.

27. (CANCELED)

28. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein one of an electric machine and an additional drive machine is arranged on a seventh shaft (0) associated with the housing.

29. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the first planetary gearset assembly is formed as a positive planetary gear set and the second and the third planetary gearset assemblies (P2, P3) are formed as negative planetary gear sets. ~~negative planetary gear sets.~~

30. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26, wherein at least one freewheel is inserted within the transmission.

31. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 30, wherein at least one freewheel is inserted between at least one of the at least six rotatable shafts (1, 2, 3, 4, 5, 6) and the housing.

32. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim [[25]] 26, wherein the drive input shaft (1) and the drive output shaft (2) are provided on a same side of the housing.

33. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26, wherein the drive input shaft (1) and the drive output shaft (2) are provided on opposite sides of the housing.

34. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein one of an axle differential and a transfer differential is arranged on one of a drive input side and on a drive output side of the housing.

35. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein a coupling element facilitates disengagement of the drive input shaft (1) from a drive engine.

36. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 35, wherein the coupling element is one of a

hydrodynamic converter, a hydraulic clutch, a dry starter clutch, a liquid starter clutch, a magnetic powder clutch and a centrifugal force clutch.

37. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein an external starting element is arranged downstream of the housing, such that the drive input shaft (1) is fixedly connected with a crankshaft of a drive engine.

38. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein starting takes place by engagement of one of the five shift elements of the transmission, and a crankshaft of a drive engine is permanently connected to the drive input shaft (1).

39. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 38, wherein one of the first brake (04), the third brake (03) and the second clutch (16) is used as a starting element.

40. (WITHDRAWN) The multi-stage transmission according to claim 26, wherein a torsional oscillation damper is arranged between a drive engine and the transmission.

41. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26, wherein a wear-free brake is arranged on at least one of the at least six rotatable shafts.

42. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 41, wherein a wear-free brake is arranged on at least one of the drive input shaft (1) and the drive output shaft (2).

43. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein an auxiliary drive output is arranged on at least one of the at least six rotatable shafts to drive an additional aggregate.

44. (WITHDRAWN) The multi-stage transmission according to claim 43, wherein the auxiliary drive output is arranged on one of the drive input shaft (1) and the drive output shaft (2).

45. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26 wherein the five shift elements are formed as one of change-under-load clutches and brakes.

46. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 45, wherein at least one of disk clutches, band brakes and conical clutches are used as the five shift elements.

47. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26, wherein at least one of form-enclosing brakes and clutches are provided as the five shift elements.

48. (PREVIOUSLY PRESENTED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein an electric machine is connected to at least one of the at least six rotatable shafts as at least one of a generator and an additional drive machine.

49. (CANCELED)

50. (CURRENTLY AMENDED) A multi-stage transmission of planetary structure for a motor vehicle comprising:

a drive input shaft (1) and a drive output shaft (2) arranged in a housing,

first, second and third gearset assemblies (P1, P2, P3); and

five shift elements consisting of only first, second and third brakes (04, 05, 03) affixed to the housing and only first and second clutches (13, 16);

the second and the third planetary gearset assemblies (P2, P3) are located adjacent an output shaft end of the transmission;

the first planetary gearset assembly is located adjacent an input shaft end of the transmission;

the first and the second clutches (13, 16) and the first and the third brakes (04, 03) are located between the first and the second planetary gearsets (P1, P2), and

the second brake (05) is located adjacent the input shaft end of the transmission, and the input and the output shafts, the first, the second and the third planetary gearset assemblies and the five shifting elements are interconnected so that the selective engagement of desired pairs of five shift elements will result in seven transmission ratios between the drive input shaft and the drive output shaft in which the seven transmission ratios comprise six forward gears and one reverse gear;

~~of claim 49, wherein:~~ the drive input shaft (1) is connected directly to a first one of a sun gear wheel and a web of a first planetary gearset assembly (P1), [[a]] the second brake (05) facilitates connecting a second one of the web and the sun gear wheel of the first planetary gear set (P1) with the housing,

the ~~second~~ drive output shaft (2) is connected to an annular gear wheel of the second planetary gearset assembly (P2) and to a web of the third planetary gearset assembly (P3) and forms an output drive for the multi-stage transmission,

[[the]] a third shaft (3) is connected to a web of the second planetary gearset assembly (P2) and to an annular gear wheel of the third planetary gearset assembly (P3),

[[the]] a fourth shaft (4) is connected to a sun gear wheel of the second planetary gear set (P2) and to an annular gear wheel of the first planetary gearset assembly (P1),

[[the]] a fifth shaft (5) is connected to one of the web and the sun gear wheel of the first planetary gearset assembly (P1), and

[[the]] a sixth shaft (6) is connected to a sun gear wheel of the third planetary gearset assembly (P3), such that

the third shaft (3) can be coupled to the housing by [[a]] the third brake (03), the fourth shaft (4) can be coupled to the housing by [[a]] the first brake (04), [[a]] the first clutch (13) couples the input drive shaft (1) to the third shaft (3), [[a]] the second clutch (16) couples the input drive shaft (1) to the sixth shaft (6), and the second brake (05) couples the fifth shaft (5) to the housing.

51. (CANCELED)